VFR TERMINAL AREA CHART
DALLAS - FT. WORTH

VFR FLYWAY

DALLAS - FT. WORTH

Lambert Conformal Conic Projection Standard Parallels 33° and 45°
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

Entire area of this chart is within the Central Standard Time Zone +6 (+5 DT)= GMT.

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation aids, and services. All times are local. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

- Other than hard-surface runways
- Seaplane Base
- Hard-surface runways 1500 ft. or greater
- Open dot within hard-surface runway configuration indicates approximate VOR, VOR-DME, DME or VORTAC location.

All recognizable hard-surface runways, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

- Private "(Pvt)" - Non-public use having landmark value
- Military - Other than hard-surface; all military airports are identified by abbreviations AFB, NAS, AAF, etc.
- Heliport (H)
- Selected (S)
- Unverified (U)
- Abandoned (A) having landmark value, 3000 ft or greater
- Ultralight (T)
- Flight Park Selected

Fuel availability indicated by use of tick marks around basic airport symbol. Consult Supplement for details and availability of airports with hard-surface runways 1500 ft. or greater.

☆ Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT DATA

Box indicates FAR 93 Special Air Traffic Rules & Airport Traffic Area. Runways with CT - 118.3 • 269 L, 72 , 122.95 RP 23, 34

FSS — FAR 91
NO SVFR — Location identifier
(NAME) (NAM) (PNAM) — ICAO
ATIS 123.6 — Location indicator
ASOS/AWOS — shown outside contiguous U.S.
VFR Advsy 125.8 — UNICOM
ACE — Airport of Entry

FSS - Flight Service Station

NO SVFR - Fixed-wing special VFR flight is prohibited.

CT - 118.3 - Control Tower (CT) - primary frequency designated for communications with tower. See tower frequencies tabulation for hours of operation.

- Follows the Common Traffic Advisory Frequency (CTAF)
- Weather Camera

ATIS 123.8 - Automatic Terminal Information Service
AWOS 135.2 - Automatic Flight Information Service (AFIS)
ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems (shows full time ATIS if available).
LAWRS - Limited Aviation Weather Reporting Station located at airports.
UNICOM - Nonmeteorological advisory service
VFR Advsy - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency.
2000 - Elevation is field
L - Lighting in operation Sunset to Sunrise
S - Lighting in operation Sunset to Sunrise, or part-time lighting as scheduled in Supplement.
72 - Length of longest runway in hundreds of feet; usable length may be less.

When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown.

- Class B Airspace
- Class C Airspace Blode C - see FAR 91.215(MM)
- Class D Airspace
- Class E Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including 1200 ft.)
- Class E 700 Airspace
- Class E Airspace with floor 700 ft. above surface that laterally abuts Class G Airspace.
- Class E Airspace with floor 1200 ft. above surface or 1500 ft. above surface or higher
- Class E Airspace
- Class E Airspace with floor 2400 ft. above surface that laterally abuts Class G Airspace
- Differentiates floors of Class E Airspace greater than 1200 ft. above surface

Class E Airspace starts at 1200' AGL unless otherwise designated as shown above.
Class E Airspace low altitude Federal Airways and RNAV 2 Routes are indicated by center line. Class E Airspace also applies to certain facilities which establish intersection.

- Total mileage between NAVAIDs or direct Airways
- (Helicopter Only)
- RNAV Waypoint
- Prohibited, Restricted, and Warning Areas
- Alert Area and Military Operations Area (MOA)

*Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.

- Special Airport Traffic Area
- Parachute Jumping Area
- Temporary Flight Restriction
- ADIZ - Air Defense Identification Zone
- Mode C Veil
- Non-FAR 91 (15/MM)
- National Security Area
- Terminal Radar Service Area (TRSA)
- Military Training Route
- IFR Departure Route
- IFR Arrival Route
- IFR Arrival/Departure Route

COMMUNICATION BOXES

122.6 — 123.6
OAKDALE — HOMER HOW
360° 35nm OAK — HOMER HOW

Underline indicates no voice on frequency.
Shaded indicates Southern Division status.
- Operates less than continuous Air-Ground.
- ASOS/AWOS
- Weather Broadcast

122.1R — Receive only
FSS radio providing voice communication — NAME

Heavy line box indicates Flight Service Station (FSS). Frequencies 121.0, 122.2 and 243.0 are available unless otherwise shown. Use of others shown above boxes. All other frequencies are shown.

Frequencies above thin line box are remoted to NAVAID site. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Supplement for complete information.

RADIO AIDS TO NAVIGATION

- VHF Omni Range (VOR)
- VORTAC
- VOR-DME
- DME
- Other facilities, i.e., FSS Outlet, RCO, etc.
- Non-Directional Radio Beacon (NDB)
- NDB - DME

OBSTRUCTIONS

(map too lit to write)

1000 ft and higher AGL
Above 200 ft & below 1000 ft AGL (above 200 ft AGL in urban area)
Wind Turbine Farm
Wind Turbine
Group Obstruction
(2954) 1142
Elevation of the top above mean sea level
2049 (1149)
height above ground
Obstruction with high-intensity white lights may operate part-time
Obstruction with medium-intensity white lights may operate part-time

MISCELLANEOUS

A - Aerostatic Practice Area (See Supplement.)
G - Glider Operations
U - Ultralight Activity
UA - Unmanned Aircraft Activity
Parachute Jumping Area (See Supplement.)
STADIUM — Intermittent VFR site below 3,500 ft MSL up to 4 mm (0.157 in.)
Marine Light
VFR Waypoints
Space Launch Activity Area
Isogonic Line (0025 VALUE)
NAME (VPXYZ)

TOPOGRAPHIC INFORMATION

Power Transmission Line
Aerial Cable
Tower
Mountain Pass
1182 (Elevation of Pass)
Pass symbol does not indicate a recommended route through mountains. Pass symbol does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.
818 (Elevation Base of Tower)

DALLAS - FT. WORTH TAC
VFR TERMINAL AREA CHART SCALE 1:250,000

Federal Aviation Administration

EFFECTIVE 0901Z **19 MAR 2026**
TO 0901Z **14 MAY 2026**

Consult NOTAMs for latest information.
Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/

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Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

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EFF. DATE 26078

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For weather camera information visit https://weathercams.faa.gov

CONTROL TOWER FREQUENCIES ON DALLAS-FT WORTH TERMINAL AREA CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar Instrument Approach available.
"MON-FRI" indicates Monday through Friday.
O/T indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS	ASR/PAR
ACKERLY	0600-2200	126.2 239.0	121.6	135.4	
ARLINGTON MUNI	0700-2100	128.625	121.875		
DALLAS EXEC	0700-2100	127.25	119.475	126.35	
DALLAS-FORT WORTH INTL	CONTINUOUS	124.15 134.9 (NE) 120.95 257.8 (E) 118.25 (SE)	121.65 131.8 (E) 121.75 (W) 121.85 346.4 (SW)	133.725 (ARR) 135.525 (DEP)	
DALLAS LOVE FLD	CONTINUOUS	128.725	121.9	120.1	
DENTON ENTERPRISE	0600-2200	119.55	122.95	119.325	
FORT WORTH MEACHAM INTL	CONTINUOUS	118.3 257.8	122.9	120.7	
FORT WORTH NAS JRB (CARSWELL FLD)	0700-2300 MON-FRI 0900-1700 SAT-SUN O/T BY NOTAM	120.95 269.325	121.675 279.375	251.675	ASR/PAR
FORT WORTH SPINKS	0700-2000	124.625	119.475	120.025	
GRAND PRAIRIE MUNI	0700-2100 (DT) 0700-2100 (ST)	128.53	121.13		
MAJORS	0730-1600 MON-FRI O/T IRREGULAR HRS	118.65 380.425	121.7 330.8		
MCKINNEY NTL	0600-2200	118.825	121.875	119.925	
MESQUITE METRO	0700-2100	120.3	121.9	118.85	
RENOT AUT/FORT WORTH ALLIANCE	CONTINUOUS	133.15 237.9	132.65 306.2	134.925	

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
DALLAS-FORT WORTH CLASS B	118.325 379.6 (NW) 133.975 379.6 (SW) 134.9 282.375 (NE) 125.2 343.65 (SE)	CONTINUOUS

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: ↓ **POWER PLANT**

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, BUREAU OF LAND MANAGEMENT AREAS AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management or U.S. Forest Service (hereafter referred as Agency/Agencies) without authorization from the respective Agency. Exceptions include: 1) an emergency involving the safety of human life, or 2) the threat of serious property loss, or 3) an aircraft operation conducted under the provisions of a permit, lease, or contract entered into with the Agency before December 1, 1970, or 4) an agency sponsored or approved flight for fish and wildlife management or administrative purposes, or 5) an aircraft operation conducted for the purpose of gaining access to non-federal lands for which no other means of access is reasonably available, or 6) an aircraft operation conducted to or from a non-federal facility within a park area that existed before December 1, 1970 for which no other means of access is reasonably available, or 7) an aircraft operation conducted to or from a non-federal facility within a park area that was established after December 1, 1970 for which no other means of access is reasonably available and which was specifically identified by the Agency in writing to the facility owner before the establishment of the park area.

The landing of aircraft is prohibited in designated Wilderness Areas within the National Park System, U.S. Fish and Wildlife Service, Bureau of Land Management or U.S. Forest Service (hereafter referred as Agency/Agencies) except in cases of emergency involving the safety of human life or where the aircraft is operated by or on behalf of the Agency for official purposes. Exceptions include: 1) an emergency involving the safety of human life, or 2) the threat of serious property loss, or 3) an aircraft operation conducted under the provisions of a permit, lease, or contract entered into with the Agency before September 3, 1964, or 4) an aircraft operation conducted to or from a non-federal facility within a park area that existed before September 3, 1964 for which no other means of access is reasonably available, or 5) an aircraft operation conducted to or from a non-federal facility within a park area that was established after September 3, 1964 for which no other means of access is reasonably available and which was specifically identified by the Agency in writing to the facility owner before the establishment of the park area.

Flights over Grand Canyon National Park, Yosemite National Park, Death Valley National Park, Joshua Tree National Park, Mount Rainier National Park, Haleakala National Park, Hawaii Volcanoes National Park, Big Bend National Park, Great Smoky Mountains National Park, Shenandoah National Park, Denali National Park, Everglades National Park, Zion National Park, Arches National Park, Canyonlands National Park, Bryce Canyon National Park, Rocky Mountain National Park, Haleakala National Park, Hawaii Volcanoes National Park, Olympic National Park, Badlands National Park, Big Bend National Park, Guadalupe Mountains National Park, Great Sand Dunes National Park, Mesa Verde National Park, Petrified Forest National Park, Sequoia National Park, Kings Canyon National Park, Theodore Roosevelt National Park, Virgin Islands National Park, Wind Cave National Park, Carlsbad Caverns National Park, Grand Teton National Park, Glacier National Park, Great Basin National Park, Isle Royale National Park, Katmai National Park, Kenai Fjords National Park, Kobuk Valley National Park, Lake Clark National Park, Gates of the Arctic National Park, Wrangell-St. Elias National Park, Channel Islands National Park, Congaree National Park, Dry Tortugas National Park, Gateway National Recreation Area, Great Sand Dunes National Park, Indiana Dunes National Park, Pinnacles National Park, Redwood National Park, Saguaro National Park, Voyageurs National Park, White Sands National Park, and Wrangell-St. Elias National Park are prohibited unless authorized by the Agency.

Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the four agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas, and U.S. Forest Service Wilderness and Primitive areas.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

DALLAS - FT. WORTH

VFR FLYWAY PLANNING CHART
DALLAS - FT. WORTH
Scale 1:250,000
NOT TO BE USED FOR NAVIGATION

AIRPORTS
Paved Runways
NAME (NAM)
NAME (NAM)
Unpaved Runways
NAME (NAM)

RADIO AIDS TO NAVIGATION
VOR — DLG 138.8
NDB — DCW 262
VORTAC — PPS 121.8
NDB-DME — RMW 320
VOR-DME — KIP 110.7
DME — PVU CH 21 (108.4)

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION
- Class B Airspace
- Class C Airspace (Mode C - see FAR 91.215/AIM.)
- Class B/C Surface Area
- Prohibited, Restricted, and Warning Areas
- *Alert Area and Military Operations Area (MOA)

*Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.

- IFR Departure Routes
- IFR Arrival Routes
- IFR Arrival/Departure Routes

Examples of Class B Airspace Altitudes
70 — Ceiling in hundreds of feet MSL
30 — Floor in hundreds of feet MSL
Mode C (See FAR 91.215/AIM.)
Class D Airspace
40 — Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)
Class E (sfc) Airspace

Suggested VFR Flyway and Altitude
2600 / 6700

OBSTRUCTIONS (Selected) (may be lit or unlit)
2049

MISCELLANEOUS Navigation Reference Point
N39° 56.32' W120° 36.91'

TOPOGRAPHIC INFORMATION
12256 — Mountain Top or Peak and Spot Elevation

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES
All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-13 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

ATTENTION
THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).
Example: 12,500 feet . . . . . 12^{5}

REPORTING CHART ERRORS
You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at http://faa.gov/go/ato/ prior to contacting us via toll free number at 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/ or mail to: FAA, Aeronautical Information Services,1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

THIS CHART IDENTIFIES VFR FLYWAYS DESIGNED TO HELP VFR PILOTS AVOID MAJOR CONTROLLED TRAFFIC FLOWS. IT DEPICTS MULTIPLE VFR ROUTINGS THROUGHOUT THE DALLAS-FT WORTH AREA WHICH MAY BE USED AS ALTERNATES TO FLIGHT WITHIN THE ESTABLISHED CLASS B AIRSPACE. ITS GROUND REFERENCES PROVIDE A GUIDE FOR IMPROVED VISUAL NAVIGATION. THIS IS NOT INTENDED TO DISCOURAGE REQUESTS FOR VFR OPERATIONS WITHIN THE CLASS B AIRSPACE BUT IS DESIGNED SOLELY FOR INFORMATION AND PLANNING PURPOSES.

CAUTION

THE ENTIRE DALLAS-FT WORTH AREA IS HEAVILY CONGESTED WITH MANY DIFFERENT AIRCRAFT TYPES. THESE ROUTE SUGGESTIONS ARE NOT STERILE OF OTHER TRAFFIC, THEY ARE AREAS WE BELIEVE LEAST CONGESTED IN AN AREA OF HEAVY CONGESTION. PILOT ADHERENCE TO VFR RULES MUST BE EXERCISED AT ALL TIMES. COMMUNICATIONS MUST BE MAINTAINED BETWEEN AIRCRAFT AND CONTROL TOWERS WHILE IN CLASS D AIRSPACE.

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines, pipelines, and railroads. Check NOTAMs and see AIM for details.

MILITARY TRAINING ROUTES (MTRs)
All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route, and the route designator are depicted – route widths and altitudes are not shown.
DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

DALLAS-FT WORTH CLASS B AIRSPACE

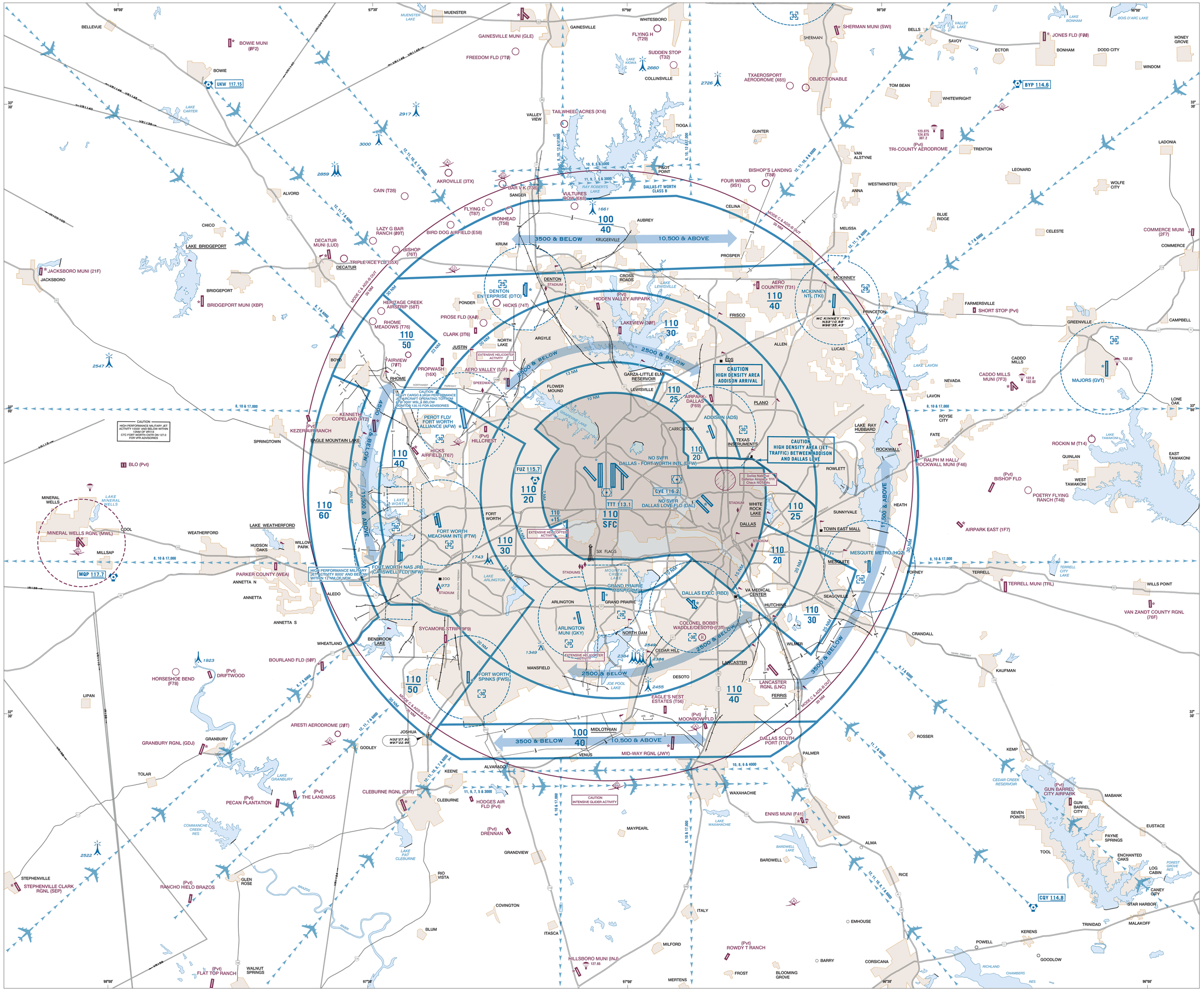
OPERATING RULES AND PILOT/EQUIPMENT REQUIREMENTS. Regardless of weather conditions, an ATC authorization is required prior to operating within the Class B Airspace. Pilots should not request an authorization to operate within the Class B Airspace unless the requirements of FAR 91.215 and FAR 91.131 are met. Included among those requirements are:

1. Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that Class B Airspace.
2. No person may take off or land a civil aircraft at the Dallas-Ft Worth International Airport unless the pilot in command holds at least a Private Pilot certificate.
3. Except as noted in 2. above, no person may take off or land a civil aircraft at an airport within the Class B Airspace or operate a civil aircraft within the Class B Airspace unless:
   (a) The pilot in command holds at least a Private Pilot certificate, or holds a Recreational Pilot certificate and has met the requirements of FAR 61.101(d), or holds a Sport Pilot certificate and has met the requirements of FAR 61.325, or;
   (b) The aircraft is operated by a student pilot who has met the requirements of FAR 61.94 or FAR 61.95 as applicable.
4. Unless otherwise authorized by ATC, each person operating a large turbine engine-powered aircraft to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the Class B Airspace.
5. An operable VOR or TACAN receiver for IFR operations.
6. A transponder with automatic altitude reporting equipment.

NOTE: ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement or for a transponder failure; however, other requests for deviations from the transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

FLIGHT PROCEDURES
IFR FLIGHTS – Aircraft operating within the Dallas-Ft Worth Class B Airspace must be operated in accordance with ATC clearances and instructions.
VFR FLIGHTS –
1. Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.
3. Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

ATC PROCEDURES
All aircraft will be controlled and separated while operating within the Class B Airspace, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other nonradar procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside the Class B Airspace.

NOTE: Assignment of radar headings and/or altitudes is based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading, or altitude will cause the pilot to violate such rules.

CONVERSION OF ELEVATIONS
FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30
METERS (Thousands) 0 1 2 3 4 5 6 7 8 9